

Flying Horse North Preliminary Plan and Final Plat

BoCC Hearing September 4, 2018

File Nos.:

SP-17-012

SF-18-001

Letters received in response so Planning Commission Notice

1 in favor

1 in opposition

Letters received prior to Labor Day Weekend (in addition to the above)

5 in opposition

Letters received from 8/31/18-9/4/18 (in addition to the above, cut off time 7:30 am)

2 in favor

121 in opposition

Letters received in
response to Planning
Commission Notice

EL PASO



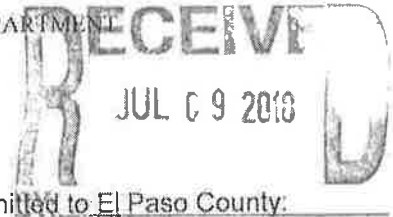
COUNTY

COMMISSIONERS:
DARRYL GLENN (PRESIDENT)
MARK WALLER (PRESIDENT PRO TEMPORE)

STAN VANDERWERF
LONGINOS GONZALEZ
PEGGY LITTLETON

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT

CRAIG DOSSEY, EXECUTIVE DIRECTOR



June 27, 2018

This letter is to inform you of the following petitions which have been submitted to El Paso County:

SP-17-012

RUIZ

PRELIMINARY PLAN FLYING HORSE NORTH

A request by PRI2 LLC, for approval of a preliminary plan to create 283 single-family residential lots. The 1,417 acre property is zoned PUD (Planned Unit Development) and is located west of Highway 83, south of Hodgen Road, and east of Black Forest Road. (Parcel Nos. 51000-00-334, 61000-00-075, 61000-00-526, and 61000-00-527)

SF-18-001

RUIZ

FINAL PLAT FLYING HORSE NORTH

A request by PRI2, LLC, for approval of a preliminary plan and final plat to create 80 single-family residential lots, right of way, and 21 tracts comprised of a golf course, open space, and drainage structures and uses. The 1,417 acre property is zoned PUD (Planned Unit Development) and is located east of Highway 83, west of Black Forest Road, and south of Hodgen Road. (Parcel Nos. 51000-00-334, 61000-00-075, 61000-00-526, and 61000-00-527)

_____ For

X
_____ Against

_____ No Opinion

Comments:

We are very concerned about water & traffic. We feel there is no need or reason for another golf course so close to Flying Horse. We know we can't stop it but we do oppose!

- **This item is scheduled to be heard by the El Paso County Planning Commission on July 17, 2018.** The meeting begins at 9:00 a.m. and will be conducted in the Second Floor Hearing Room of the Pikes Peak Regional Development Center, 2880 International Circle, Colorado Springs.
- The date and order when this item will be considered can be obtained by calling the Planning and Community Development Department or through El Paso County's Web site (www.elpasoco.com).
- The online submittal portal can be found at: www.epcdevplanreview.com
- The Staff Report for this Agenda item can be found at: <https://planningdevelopment.elpasoco.com/el-paso-county-planning-commission/planning-commission-2018-hearings/>



Your response will be a matter of public record and available to the applicant prior to the hearing. You are welcome to appear in person at the hearing to further express your opinion on this petition. If we can be of any assistance, please call (719) 520-6300.

Sincerely,
Nina

Nina Ruiz; Project Manager/Planner II

Your Name: Betty L. Baughman *Betty L. Baughman*
(printed) (signature)

Address: 3385 Stagecoach Rd CSO 80921

Property Location: HW 83 & Stagecoach Rd Phone: 719-493-4339

(Space for additional comments)

The public really has no input on this development - the planning commission ~~also~~ will not listen to us, they listen to the money! Not happy! We have lived on Stagecoach for 43 years - owned 2 properties on Stagecoach for 52 years.

172 fax
2 pages sent 7-12-2018

EL PASO COUNTY



COMMISSIONERS:
DARRYL GILLEN (PRESIDENT)
MARK WALLER (PRESIDENT/PRO TEMPORE)

STAN VANDERWERF
LORGINO GONZALEZ
PEGGY LITTLETON

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
CRAIG DOSSIEY, EXECUTIVE DIRECTOR

June 27, 2018

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SF-18-001

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For

Against

No Opinion

Comments:

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Nina

Nina Ruiz, Project Manager/Planner II

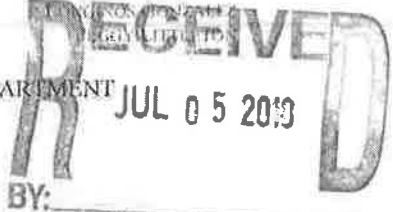
Your Name: David Wismer *David Wismer*
(printed) (signature)
Address: 15555 Hwy 83 ; C/S CU 80921
Property Location: adjacent Phone: 719-495-
8665

(Space for additional comments)



COUNTY

STAN VANDERWERF



DEVELOPMENT DEPARTMENT
EXECUTIVE DIRECTOR

2018

BY: _____

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RUIZ

RY PLAN SE NORTH

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PLAT SE NORTH

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m can be found at:

epcdevplanreview.com/el-paso-county-planning-2018-hearings/

PLANNING AND COMMUNITY DEVELOPMENT DEPARTMENT
2880 INTERNATIONAL CIRCLE, SUITE 110
COLORADO SPRINGS, CO 80910



6201003014
ANDERSON MATTHEW P
PSC 2 BOX 9904
COLORADO SPRINGS, CO 80908

DENVER
CO 802
29 JUN 18
PM 9:11



NIXIE

BOS DE 1

0007/04/18

RETURN TO SENDER
IF ADDRESSEE IS UNABLE TO FORWARD

BC: 89910314235 *1720-65056-29-43
http://www.usps.com



Letters received prior
to Labor Day Weekend

From: Dawn <dawneshealy@gmail.com>
Sent: Monday, August 27, 2018 12:21 PM
To: Nina Ruiz
Subject: Reference File Number: SP-17-012/SF-18-001 – Preliminary Plan/Final Plat

Categories: Red Category

CAUTION: This email originated from outside the El Paso County technology network. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please call IT Customer Service at 520-6355 if you are unsure of the integrity of this message.

I am writing as a resident OFF Holmes Road on Schwencks Place.

I moved here in the 80's to get away from traffic on Shoup Road (yes, I looked at the plans and Holmes was NOT a through road). Milam has a huge intersection and was planned for this through traffic for YEARS! Shoup and Holmes has no such intersection.

Please do not allow Flying Horse or any other subdivision to use Holmes Road for construction traffic or any other through traffic. It is already a raceway for people cutting thru off Black Forest Road. Many of the residents that live off Holmes Road have always used it to walk, bike and ride horses. With the number of blind hills, it's already dangerous with the amount of traffic we have.

We were also hit VERY hard in the BF Fire in 2013 - noise levels without the trees have become increasing loud without additional traffic that would result in allowing construction and other traffic to use Holmes Road. Here are some other facts I'm sure you have been made aware of that make a compelling argument to leave Holmes Road ALONE in the best interest of the residents, and of the Black Forest community.

1. Holmes is just short of 2 miles long. There are no shoulders or striping.
2. Width of road is 19' (north of Vessey) and 23' (south of Vessey), which is significantly short of the minimum of 30' required.
3. There are 61 driveways on the road with several serving more than one property. Many of these are near blind hills. There have been many "near misses" reported by residents trying to exit their property.
4. There are at least 5 small feeder roads into Holmes, including Molly Court, Bluebell Lane, Holmes Lane, Piedra Vista, Vessey at two separate points.

5. There are deep ditches for drainage on much of Holmes on both sides of the road.

6. Significant upgrades would be required to make Holmes Rd. safe for expanded traffic. The current pavement is only a one inch layer of asphalt on top of poorly done chip seal over dirt. Upgrades are not likely to be mandated; therefore, treacherous conditions could stay the norm for years. It's also not likely that the county will ever pay for the following upgrades:

- * moving drainage ditches and moving all driveway culverts
- * moving all mailboxes
- * moving utility poles as needed (they should have been put underground after the fire)!!!!
- * widen road to required standard subdivision road width
- * re-pavement upgrade
- * center and edge lines after widening
- * added lighting
- * appropriate signage

7. Impact on other higher level roads should be shared between Stagecoach (Collector), Black Forest (Minor Arterial) and Milam (Collector). Holmes is a local subdivision road and is being used as a de facto Collector which is not okay!

8. Use of Holmes causes excess turn movements onto and off of Shoup Rd.

9. Milam at Shoup is already a large intersection with turn lanes in place. Due to several deaths and accidents, it needs safety improvements and better markings and lighting.

10. There are dozens of BAD experiences on Holmes and Holmes/Shoup in the months since initial work began:

- * dozens of heavy equipment trucks using road with many being oversized

* dozens of cement trucks lined up on Holmes awaiting the call to unload and then a line ½ mile long as they went back down the hill

* speed limit excess by construction vehicles as they go up and down Holmes

* noise of truck braking

* rocks fallen onto the road from deliveries

* construction vehicles speeding as they up and down Holmes

11. Hundreds of trucks will be needed for the construction phase to begin soon.

Dawn E S Healy
Colorado Springs, CO 80908
719-495-4156

From: blackforestnews@earthlink.net
Sent: Tuesday, August 28, 2018 11:49 AM
To: Kari Parsons; Nina Ruiz; Kari Parsons
Cc: tastokka@gmail.com; HAC Vierzba; Victoria Chavez; Jennifer Irvine; abarlow@nescolorado.com; me
Subject: For BOTH Redtail Ranch and Flying Horse North Preliminary Plans and Respective Plats

Categories: Red Category

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Regarding the definition of what is needed for Principal Arterial in MTCP and ECM and inconsistencies among PUD Rezone approvals for Flying Horse North (Black Forest Road) in 2016, Retreat at Timber Ridge on 3-27-2018 (Vollmer Road) and the current Draft Preliminary Plan for Redtail Ranch (March 2018).

The 2016 MTCP's 2060 Corridor Preservation Plan calls for four-lane Minor Arterials in Black Forest (Mapt 17). (see redline comment below).

Evidently there is a conflict between the MTCP and ECM as to how much ROW is needed for a four lane Minor Arterial - 100 feet or 180 feet (see redline blue box comment below)

PUD zone changes have been approved in 2016 for FHN (BF Road) and 2018 for Retreat at Timber Ridge (Vollmer Road) for 100' corridor Preservations as a Minor Arterial for BF and Vollmer Roads, but the current Preliminary Plan for Redtail Ranch (a few miles north of Retreat at timber Ridge - also on Vollmer Road) is requiring 180' for Principal Arterial for a subdivision that is RR-5 and does not have PUD Zone.

I spoke to Jeff Rice about this last week, and then saw the comment in the Flying Horse North Final Plat Review Comments from 8/3/2018 (below).

This certainly needs MUCH further discussion, especially per the *BF Preservation Plan* which calls for roads, including these Minor Arterials, to remain two lane (currently 60 foot ROW).

Obviously a four lane road (Principal or Minor Arterial) per the MTCP both conflict with the *Black Forest Preservation Plan*.

Exacting a 180 foot ROW from subdivisions that currently border a 60' ROW plan is completely unreasonable and is a huge taking of private land. Neither the Retreat's 100-foot ROW is south of the Timbered Sub -Area of Black Forest and was deemed feasible just a few months ago..

Upping the ROW from 100' to 180' will not work for Black Forest Road per the Final Plat Review comment below - it is not feasible either, nor does it make sense for Redtail Ranch to require 180 foot ROW for Vollmer Rd.

The Black Forest Preservation Plan was initiated in 1972 because PPACG wanted to make Vollmer an I-25 Bypass.

It seems we are revisiting this kind of inimical road planning for the Black Forest area..

I request that the whole issue of the nature of 2060 (or later) ROW Corridor Preservation for roads in the the Black Forest Area be examined by HAC. I would submit that a three lane road (refuge/turn lane in the center lane) would be feasible because it would accommodate left turns and not take up an enormous urban-style ROW. Bike lanes could be included also.

These arterial roads in the Black Forest Planning Area should be designed to accommodate not only moving cars. but to not disrupt the parks, recreation facilities, residences, business ares and churches. They should be low speed (40-45 mph) and need minmnal widening from the current 60-foot ROW.

Certainly a 180 foot ROW taking is not appropriate for Redtail Ranch which is across Vollmer road from the Pineries Open Space.

***** See Revision request to
180'ROW for the Final Plat in the blue box

FHN Final Plat - Addl documents # 7ef70a64-c9aa-422b-8047-65512cf1d5aa on
www.devplanrview.com from 8/3/2018

of the roundabout and 80 feet of ROW east of the roundabout. These dedications match the PUD classifications – Rural Major Collector on the west end and Rural Minor Collector on the east end. No further ROW preservation beyond the ROW dedication shown on the plat is necessary.

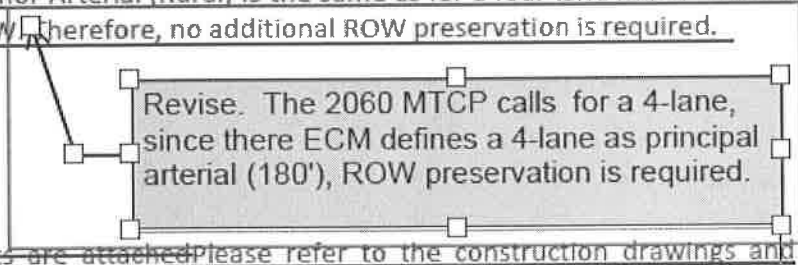
Milam Road

The MTCP 2060 Corridor Preservation Plan calls for the extension of Milam Road as a Collector through the site. The Flying Horse North Plat shows 80' ROW for future Milam Road – some of the preservation is in the form of tracts and some is in the form of dedicated 80' collector roadway ROW. No further ROW preservation beyond the ROW dedication and dedication of Tracts shown on the plat is necessary.

Black Forest Road

The MTCP 2060 Corridor Preservation Plan show Black Forest Road as a four-lane Minor Arterial adjacent to the site. ~~[DO THEY NEED TO DEDICATE ADDITIONAL ROW???~~ Per ECM Tables 2-4 and 2-6, the ROW for a two-lane Minor Arterial (Rural) is the same as for a four-lane Minor Arterial (Urban) – both are 100-foot ROW. therefore, no additional ROW preservation is required.

ROUNDAABOUT DESIGN



The roundabout design exhibits are attached. Please refer to the construction drawings and associated documents prepared by Classic Consulting.

Submitted by Judith von Ahlefeldt for both Redtail Ranch Preliminary Plan/Final Plat and Flying Horse North Preliminary Plan/Phase 1 Final Plat with request for HAC to weigh in on this issue. DSD- Kindly post this with the Review comments for both projects.

August 29, 2018

From: Marcia Hannig <mjhannig@aol.com>
Sent: Monday, August 27, 2018 4:59 PM
To: Nina Ruiz
Subject: Holmes Rd.

Categories: Red Category

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El Paso County Commissioners

% Nina Ruiz

RE: File Number SP-17-012/SF-18-001 Preliminary Plan/Final Plat Flying Horse North

Dear Commissioners,

It is time to deal with traffic safety regarding Holmes Road and Flying Horse North and not just ignore the 100+ residents who live on Holmes or on the 5 small feeder roads into Holmes in favor of the developer. We have been trying to get the attention of our commissioners for over 2 years now, from attending meetings to writing letters. The Flying Horse North meeting which was required for the developer in February by the county with Black Forest residents had a predetermined outcome - they feigned listening and nothing changed. In fact, there was a degree of arrogance shown toward the citizens in attendance. It was clear that FHN clearly intends to use Holmes Road for a main construction thoroughfare even when home construction begins.

Holmes Road continues to be the de facto primary route for construction vehicles - hundreds of earth movers, gravel trucks, cement trucks, logging trucks, golf course and oversized road construction vehicles. We are a local subdivision road-abused beyond belief from speeding Flying Horse construction workers and contractors who routinely ignore the 30 mph speed limit. Our hilly road has no shoulders, deep ditches, and many driveways. Exiting those driveways becomes, "Hold on tight because I can't see if anything is coming!" Our daughter had a scary car encounter in the spring when she was exiting her school bus on Holmes and another parent of a special education student exiting from the bus also has relayed an incident of concern last spring.

When we called Flying Horse North manager, Austen Lenz, about speeding by their contractors, his response was, "Call the sheriff." Once again, no concern to try to remedy a dangerous situation for neighbors on Holmes, no ownership of getting on top of the situation at all. El Paso County deputies have been awesome about occasionally patrolling because they have been called by Holmes Rd. residents, but they can't be expected to be there all the time for years to come.

Before final PUD and Phase 1 Plat approval for Flying Horse North,

1. The connection from Holmes into and out of Flying Horse North should be a locked gate for fire and emergency access only.
2. Construction traffic from Flying Horse North and future subdivision traffic from FHN should not be allowed on Holmes Road. It's not necessary with an exit at Black Forest Rd. and soon to be exit on SH 83.

3. Now is the time to finish the connection from Milam Rd. to Stagecoach.

We have been longing for our voices to really be heard and not ignored about safety on Holmes Road over the juggernaut of Flying Horse North. We are not opposing the development, but we are opposed to creating unsafe road conditions on Holmes Rd. by FHN. It doesn't have to be that way. We hope you are listening with care and concern.

Sincerely,
Jack, Marcia, Terri and Ellie Hannig

From: Kristen <parismomco@gmail.com>
Sent: Monday, August 27, 2018 1:24 PM
To: Nina Ruiz
Subject: Holmes Road - MAJOR problems with Flying Horse North

Categories: Red Category

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The use of Holmes Road, a narrow and unsafe road, as primary access to the new Flying Horse North subdivision is ill conceived and irresponsible. Many Holmes Rd. driveways are on blind hills which are extremely dangerous already, and adding the high speed construction traffic has created increasingly hazardous conditions for residents simply trying to cross the road to retrieve our mail, or to turn out of our driveways in front of speeding trucks in which the drivers cannot see us until they barrel down on us. The road is too narrow for additional traffic. This is a residential area, and people walk dogs, jog, and bicycle, but the road is not wide enough to do so safely with any additional traffic load.

Many of us checked the county plans prior to purchasing our properties decades ago. The plans showed Milam becoming the north-south access through the area, so we agreed to purchase on a small road, knowing that traffic would be kept to safe levels for the type of road. Milam is the appropriate access, despite higher costs in building the road through. It has traffic circles to prevent speeding, wider roads to accommodate more and larger vehicles, and wide areas beside the road for pedestrians. It even has existing trails beside the road in most places. To override the old plan and choose a less substantial, unsafe road for access to a new development is to ignore the best interests of citizens who have trusted the county for decades.

Holmes cannot be adequately widened, as will eventually be needed, due to private property issues. Some homes are built ssts the minimum clearance from property lines, and have hillsides and retaining walls providing their only privacy block from the street, so the land cannot be purchased for the purpose of expanding Holmes without major, extremely costly issues. Milam may be costly to expand in the short term, but over the long run, Holmes will be even more costly due to the sheer number of existing structures and lots involved in the expansions which will become necessary once Flying Horse development is complete and the road proves inadequate for traffic.

Saying that traffic is going to divert in other directions is illogical. Black Forest is an extension of Colorado Springs. Residents will be heading south from Flying Horse North. We have seen multiple times (such as during the closure of Black Forest Road for repairs), that no matter where studies say traffic will go, even with signage telling people to detour elsewhere, people drive on the route which takes them most directly where they want to go. That means Holmes will become the primary route out of the development for much of the traffic. People going south will largely be headed toward Powers, which is most easily reached via Holmes.

Will it take deaths for you to see that this is an inappropriate use of the road? That is what you are setting up. People living on blind hills on a narrow road are not going to be safe from the new volumes of traffic you are imposing by authorizing this ridiculous overuse of a road not intended for mainstream traffic!

Please reconsider this action. All those involved in the poorly conceived, dangerous plan are being closely watched, and we are hoping that you will do the right thing, rather than the convenient thing. There is more at stake than developer's interests. Ultimately, lives, and the trust of the community, are in the balance.

- Kristen Paris
Black Forest, CO.

From: Della Clark <clarksd@mail.com>
Sent: Monday, August 27, 2018 8:55 PM
To: Nina Ruiz
Subject: Reference File Number: SP-17-012/SF-18-001 – Preliminary Plan/Final Plat

Categories: Red Category

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PLEASE listen, understand and support Black Forest residents. We are losing battle after battle because of developers greed and we are watching the destruction of Black Forest in a single generation. Piece by piece the forest is being destroyed from all sides. This particularly issue cuts through the middle, a direct stab through the middle of our hearts. Please don't let us bleed any more. Please don't continue to destroy our beautiful Colorado. Please champion our cause, protect our beautiful land, wildlife, and residents who live here to get away from the city traffic and embarassing crowded housing developments.

Della Clark
5960 Schwencks Place, off Holmes Rd.

Letters received from

8/31/18-9/4/18

(7:30 am cut off)

Nina Ruiz

From: Gene Mills <gene.mills@live.com>
Sent: Tuesday, September 04, 2018 7:26 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North: a preliminary plan and final plat for filing 1.

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I fully support the use of Holmes Road as an entrance to Flying Horse North. This will help alleviate traffic congestion on Highway 83 at Stage Coach Road which is already a busy and dangerous intersection.

Thank you,

Gene Mills
16091 Timber Meadow Dr (High Forest Ranch)
Colorado Springs, CO 80908-2081

Nina Ruiz

From: Bill Regehr <billregehr@gmail.com>
Sent: Tuesday, September 04, 2018 7:10 AM
To: Craig Dossey; Darryl Glenn; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Peggy Littleton; Stan VanderWerf
Subject: Hearing Today re Flying Horse North

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It's probably a little late but I want to express my support FOR the proposed plan. It will alleviate pressure on CO 83 and provide an active entrance and egress alternative to Milam Rd.

Thank you for your service.

Bill Regehr
16329 Open Sky Way
High Forest Ranch
Colorado Springs 80908

--

Bill
719-210-5990
<http://whatspapathtaking.com>

Nina Ruiz

From: kyle heikkila <kyle.heikkila@gmail.com>
Sent: Tuesday, September 04, 2018 6:26 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Nina Ruiz

From: Lisa Kukula <lakukula@gmail.com>
Sent: Tuesday, September 04, 2018 5:22 AM
Subject: Flying Horse North

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I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Thanks you

Lisa

Nina Ruiz

From: Dave Smith <dav35mith@aol.com>
Sent: Tuesday, September 04, 2018 1:08 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP “upgrade” to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sue and Dave Smith
Black Forest Land Use Committee
Friends of Black Forest Preservation Plan

Nina Ruiz

From: DAUNICE WINTERS <DAUNICEW@msn.com>
Sent: Tuesday, September 04, 2018 12:07 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North Proposals-My Final Email

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Thank you all for the work you do on behalf of the El Paso County. I spoke with some people who shared that you will be meeting tomorrow Tuesday, September 4, 2018 to consider the preliminary plan for Flying Horse North.

This proposal includes a plan to use Holmes Road to the entrance of the new development. I have driven on Holmes Road. My builder has built homes on that road and I have friends that live on Holmes Road. This road as it stands now is not safe enough to be used as a direct way to access the new development.

There are many legitimate reasons to not use Holmes Road. The road is too narrow, has no place to pull over if necessary and there are blind hills. One thing that increases my concern is that Holmes Road intersects with Shoup Road at a dead end and it slopes towards Shoup Road creating a higher risk or probability of crashes especially on snowy and icy conditions. Using this road to get to the new development causes excess traffic congestion and affects the privacy and safety of the current residents.

Also, I travel along Black Forest Road almost daily. I was excited to see the extension of Research Pky from Powers to Black Forest Road put into place. At first, I thought it was a great idea that would relieve congestion on Woodmen Road and provide a shortcut to the east west corridor and it does that.

I now see that this extension is just one of many that are planned on Black Forest Road. These extensions will require additional stop signs and cut up Black Forest Road into stop and go traffic rather than be a smooth way to leave the forest.

The county proposal to require a 90-foot right-of-way to be reserved on Black Forest Road alters the intent of the Black Forest Preservation Plan.

Why plan for Black Forest Road to become a four lane road? We are a county and not a city. I think it would improve the road to make it a three lane road with turn lanes onto the side streets. To make this a major arterial that leads smack into the trees will be inconsistent with the BFPP. Future decisions would piggyback on this proposal and not affirm the BFPP.

Keeping Black Forest Road as a minor arterial would limit the right-of-way to 60-80 feet. Even 10 feet less would make a difference.

As you listen to plans submitted for new development please also listen to those of us who do not wish growth to outpace the natural development of the forest. Changes made in haste are usually ones that cannot be undone especially if it requires trees to be cut down to make those changes.

In summary, please do not classify Holmes Road as an entrance to this new development but make it an emergency access only.

Also, please validate the Black Forest Preservation Plan and remove the 90-foot-right-of-way requirement on Black Forest Road.

Thank you for listening to my thoughts tonight. I made several attempts to set up my email and this may have caused you to prematurely receive more than one email. This email is my final one.

Sincerely,
Daunice A. Winters
Black Forest resident since 1995.

Sent from Mail for Windows 10

Nina Ruiz

From: E MIKUSKA <mrmikus@msn.com>
Sent: Monday, September 03, 2018 11:09 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North filing 1

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Kind Regards,

Eric Mikuska

Nina Ruiz

From: Karen Marchman <kmarchman@att.net>
Sent: Monday, September 03, 2018 10:33 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North, Holmes Road, EXCESSIVE 180 FT. RIGHT-OF-WAY!!!

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot (180-foot total) ROW requirement on Black Forest Road and Vollmer Road. To try to slide this through without anyone knowing is malicious subterfuge at its best. El Paso County has a well-deserved reputation of being the most corrupt county in the state of Colorado. You should all be ashamed.

Karen Marchman
9350 Arroya Lane
Colorado Springs, CO 80908

Nina Ruiz

From: Pamela Field <forestlife.03@outlook.com>
Sent: Monday, September 03, 2018 10:26 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North Development

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Commissioners:

Tomorrow, Tuesday, September 04, you will consider the preliminary plan for the Flying Horse North development. Black Forest residents appreciate the fact that the developers will maintain the 5-acre rule in the Black Forest Preservation Plan as well as their indication to place larger lots along the boundary of the development.

This is to request the denial of two remaining items in the FHN proposal:

- The use of Holmes Road should be restricted to emergency exit use only, rather than as a standard entrance to the development. Holmes Road contains 6 blind hills, 61 driveways and is a narrow, substandard road without shoulders. At the Shoup Road intersection the downward slope of the roadway promotes vehicle slide-off traffic accidents during ice and snow conditions. To increase the traffic volume by a minimum of 185 trips per day on Holmes simply increases the risk of injury to drivers. Closing that entrance would have no significant impact on the development's traffic.
- The recent requirement for a 90-foot right of way reservation on Black Forest Road and roads adjacent to other new developments is unnecessary. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not in keeping with the Black Forest Preservation Plan and will encourage drivers to exceed the posted speed limit, as they now do on Hodgen Road. Many of those offenders are construction vehicle drivers as well as construction vehicle drivers who use air compression brakes, which should be disallowed within the entirety of Black Forest. Black Forest Road should be limited to 60-80 feet of right of way.

It would be in the best interest of Black Forest residents and in keeping with the Black Forest Preservation Plan, to disqualify Holmes Road as an entrance to FHN and to rescind the 90-foot ROW requirement on Black Forest Road.

Sincerely,

Mrs. Pamela L. Field
Black Forest resident

Nina Ruiz

From: DAUNICE WINTERS <daunicew@msn.com>
Sent: Monday, September 03, 2018 10:02 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz
Subject: Fwd: Flying Horse North

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Dear Commissioners,

I spoke to some people who shared with me that you are meeting tomorrow, Tuesday the 4th of September to consider the preliminary plan for Flying Horse North. I heard that developers are paying attention to something called the 5-acre rule. In the Black Forest Preservation Plan they insist that developers create larger lots along the perimeter of a new development. This is a very good thing.

The Flying Horse North proposal has revealed an area of great concern to me regarding the safety of those traveling Holmes Rd. The way the proposal stands now there is a plan to use Holmes Rd as a thoroughfare to the entrance of the new development.

I have driven on Holmes Rd. My builder has built homes on that road and I have friends that live on Holmes Rd. This road is not safe enough to be used as a regular way to access the new development.

Please consider using Holmes Rd only for emergency access. In case the forest catches fire as it did in 2013, an additional safe exit would be a wise thing to have established.

There are many legitimate reasons to not use Holmes Rd. The road is too narrow, has no place to pull over if necessary and there are blind hills. One thing that increases my concern is that Holmes intersects with Shoup at a dead end that slopes and there is a higher risk or probability of crashes especially in snowy and slippery conditions. Using this road as a regular way to travel to the development causes excess traffic congestion and affects the privacy and safety of the current residents. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection.

Please do not rubber stamp an approval to this proposal without knowing how some residents feel about it.

I also travel along Black Forest Rd. I have seen the extension of Research Pky from Powers to Black Forest Rd. At first I thought it was great and perhaps it would bring a shortcut to the east west corridor but I see that the stop sign inhibits Black Forest Rd from being a quick way to leave the forest. At this time there is a 90-foot right-of-way reservation requirement that is being imposed on Black Forest Rd. and roads adjacent to other new developments. This is not necessary and alters the intent of the Black Forest Preservation Plan. I think it should be removed.

Why should Black Forest be upgraded to a 4-lane road? I think the road would be improved if it was a three lane road with turn lanes onto the side streets. We don't need this to be a major arterial that leads smack into the trees and is downgraded to a two lane road. Future road decisions would piggyback on this proposal and not affirm the Black Forest Preservation Plan is in place for a reason. To make the changes you propose alters the

intent of that preservation plan. Keeping Black Forest Rd as a minor arterial should limit the right of way to 60-80 feet. Even 10 feet makes a difference.

Why should developers be allowed to carve up areas in Black Forest and change the ambiance we currently enjoy?

As County Commissioners who listen to plans submitted for new development please also listen to those of us who do not wish growth to outpace the natural development of the forest.

Please do not classify Holmes Road as an entrance to this new development but keep it as an emergency access only.

Please remember and listen to the Black Forest Preservation Plan and remove the 90-foot ROW requirement on Black Forest Road.

Nina Ruiz

From: MATT MILLER <HERKS4EVR@msn.com>
Sent: Monday, September 03, 2018 8:54 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Holmes Rd Entrance to FHN

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On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development.

1. Holmes Road should be a normal entrance to the development. Highway 83 has already seen a large increase in traffic and the added congestion at Stagecoach Rd will be exacerbated further if there is no additional normal exit at Holmes Rd.
2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is necessary for unforeseen issues in the future. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is could be necessary one day.

I urge you to use Holmes Road as an entrance and to require the 90-foot ROW requirement on Black Forest Road.

Thank you for your consideration in this matter.

Sincerely,

Lt. Col. & Mrs. Matt Miller
4965 Hidden Rock Rd
COS 80908

Nina Ruiz

From: Candace Ranger <candace.ranger@yahoo.com>
Sent: Monday, September 03, 2018 8:30 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Holmes Rd and Flying Horse North

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Dear Country Commissioners,
Please do consider using Holmes Rd. as an entrance to Flying Horse North. It will help to alleviate some of the dangerous congestion already a serious issue on Highway 83.

Thank you,

Candace Ranger
Highway 83 user

Sent from my iPhone
Candace Ranger

Nina Ruiz

From: Jim Abendschan <jimabendschan@ymail.com>
Sent: Monday, September 03, 2018 7:59 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North subdivision

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development.

The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

Please keep Black Forest Road a minor arterial road.

Thank you for your consideration. Jim Abendschan

Sent from [Mail](#) for Windows 10

Nina Ruiz

From: Neil <neilbehnke@hotmail.com>
Sent: Monday, September 03, 2018 7:53 PM
To: Nina Ruiz; hilborn@centurylink.com; EXTERNAL Marcia and JackHannig
Subject: Holmes Road traffic/Flying Horse construction traffic

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Hello Nina,

As a resident of Molly Court, along Holmes Road, I'm extremely concerned about the amount of construction traffic for 1 primary reason.....the safety of children getting dropped off by the school bus. Since this is a rural road, the bus DOESN'T make stops at each house, it has designated stopping points along the road and the children walk up/down the street on the shoulder to their homes. With the size of construction vehicles, and their inability to stop quickly, this makes it extremely dangerous. Also, the lack of shoulder, the narrow road, and multiple blind spots just add to the dangerous situation.

As a concerned neighbor, I hope our new neighbor, Flying Horse, can recognize the element of risk they would be taking by sending large amounts of construction traffic down this rural road and agree to a safer alternative.

Thanks for your time,
Neil Behnke
5615 Molly Court
Black Forest, CO 80908

Sent from my iPad

Nina Ruiz

From: Deirdre Grant <pkitty065@gmail.com>
Sent: Monday, September 03, 2018 6:50 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: The Flying Horse North development - Against

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Dear Commissioners:

I understand that there is a lawsuit and an issue with the building of new homes in the Black Forest area. We are against it for the following reasons:

1. You haven't solved the fire issues in the region. No one passed ANY laws to make people fire mitigate there property. We are from Texas, moved here 2 years ago, and are continually shocked that you are not providing residents with protection.
2. Where is the water going to come from? WE DON'T HAVE ANY TO SPARE.
3. Noxious weeds. The government has no code violations for properties over 2 acres. Why not? These properties have gophers and pests, weeds and those who take care of there properties have to pay extra to keep a lazy neighbors pests off ours.
4. Traffic. The light at 83 and Hodgen is already the site of many a serious accident. You plan on adding more traffic and killing more of the residents through poor traffic planning? People zip through 83 at 70-80mph. Hire more sheriffs.
5. The Fire departments are already begging for more money. Why aren't they funded by the state?
6. The internet – it's 2018 and the internet here is from the 80's. You plan on straining the already overloaded ISPs in the area?

Usually we are for more development as it brings in much needed tax revenue. But this area has a shortage of too many things to add more development.

Deirdre and Paul Grant
4662 Mountain Dance Drive
719-201-9900

Nina Ruiz

From: Christopher Korch <darkkorch02@gmail.com>
Sent: Monday, September 03, 2018 5:50 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North Development Plat Proposal
Attachments: Korch Letter to EPC BoCC 20180904 meeting.doc

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Dear EPC Commissioners Glenn, Littleton, van der Werf, Gonzalez, Waller and EPC Planners Ruiz and Dossey.

Please find attached a letter describing my concerns with the plat proposal for the Flying Horse North Development that you will be considering tomorrow September 4th, 2018. I hope to be able attend and briefly list my concerns to this proposal and will suggest that you postpone a decision on this proposal until you receive correct and consistent information about its location and address two concerns about traffic issues that will disrupt traffic in Black Forest and potentially destroy the Black Forest sense of community.

Sincerely,

Dr. Christopher Korch

Email: darkkorch02@gmail.com

Nina Ruiz

From: Randy & Lisa Larson <2larsons@gmail.com>
Sent: Monday, September 03, 2018 5:32 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey

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Dear Commissioners,

On your agenda for tomorrow you will be considering the preliminary plan for Flying Horse North. My husband and I are happy to know the developers will adhere to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. We respectfully request you deny the two items listed below that are included in the proposal:

1. Holmes Road should be an emergency exit only and not a normal entrance to the development due to the narrowness and poor current condition of the road. Further, because it slopes down at the intersection with Shoup, it is a dangerous intersection particularly on snowy days.
2. The recent 90-foot right-of-way reservation requirement for Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. As a minor through road, Black Forest Road should not need more than 60-80 feet of ROW.

Thank you for your consideration,
Randy and Lisa Larson

Nina Ruiz

From: Jessica Anderson-Webber <jaw.165@live.com>
Sent: Monday, September 03, 2018 5:30 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Please read: Flying Horse North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Jessica Anderson-Webber
Black Forest CO 80908

Sent from [Mail](#) for Windows 10

Nina Ruiz

From: Beth Sombric <sombricfamily@gmail.com>
Sent: Monday, September 03, 2018 4:56 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Thank you,

Beth Sombric

Nina Ruiz

From: Katee Schoepp <ktschoepp@hotmail.com>
Sent: Monday, September 03, 2018 4:07 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: black forest concerns

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Dear Commissioners,

I have deep concerns regarding the water usage in Black Forest and protection of this land. I have lived in Black Forest for 4 years and personally sacrificed a great deal to own property in a rural, preserved area of Colorado. The usage of the limited supply of water for a golf course for Flying horse north development is of the most concern. Please vote to protect with the current standards of 5 acre properties in Black Forest. You stand as guardians for the protection of the county. Thank you for your service!

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Katee Schoepp

Nina Ruiz

From: DON + COLLEEN NELSON <dcnelsonz@msn.com>
Sent: Monday, September 03, 2018 3:23 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Preserve Rural Black Forest

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These little changes to existing use have brought us a less rural Black Forest. Please don't let this go further, something precious will be gone. City is easy to find, but nature is getting pushed out. Help new homes be built, but give them the same rural flavor by protecting it for everyone.

Thanks. Colleen and Don Nelson

Sent from [Mail](#) for Windows 10

Nina Ruiz

From: Paul Williams <willie92@gmail.com>
Sent: Monday, September 03, 2018 3:12 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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Dear Commissioners,

I'm sure you've seen a virtual onslaught of emails regarding the Flying Horse North (FHN) development. As a future neighbor of FHN (I live in High Forest Ranch), I just wanted to drop you a note to express my support for you and your decision-making ability. I don't know all of you, but Loginos Gonsalez is a classmate and friend of mine for over 25 years and I've met Darryl Glenn on a couple of occasions. I have no doubt that you are all smart and thoughtfull commissioners and trust that you will arrive at a decision you believe best for all of us.

I am somewhat dismayed at those who seem to have knee-jerk reaction to opposing any new development. This idea that "I've got mine, screw everyone else" while hiding behind ill-informed and unresearched positions is maddening to me.

There are no easy answers in this. I know that you have to weigh many factors. Our area is growing and we much balance that pressure to develop more housing and infrastructure with existing constraints and resource limitations.

Once again, I trust your judgement and that you will execute the due diligence necessary to arrive at a wise decision.

-Paul Williams
High Forest Ranch

Nina Ruiz

From: M WURTZ <mjwurtz@msn.com>
Sent: Monday, September 03, 2018 3:00 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Black Forest Preservation Plan and over development

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road. Please listen to the voices of the Black Forest residents and consider the long term effects of these and other developer infringements on the quality of life of those who live in the Black Forest.

Thank you,
Black Forest Resident since 1992
Jane Wurtz

Nina Ruiz

From: M WURTZ <mjwurtz@msn.com>
Sent: Monday, September 03, 2018 2:53 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Black Forest Over Development

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road. I am very disappointed that overall the Black Forest Preservation plan is being ignored. It seems that tax dollars are more important to the County Commissioners than the desires of Black Forest residents.

Thank you,
Black Forest Resident since 1992
Mike Wurtz

Nina Ruiz

From: Matt <mcarroll16@msn.com>
Sent: Monday, September 03, 2018 2:26 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: FW: [Friends] Email Blitz to County Commissioners about Flying Horse North
Attachments: ATT00001.txt

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Respectfully,

Matthew and Marilyn Carroll

Tel: 719-495-0384
Fax: 719-495-3115
Mob: 719-352-5558

Nina Ruiz

From: Sue Ader <sueader@earthlink.net>
Sent: Monday, September 03, 2018 2:08 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North preliminary plan

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Susan Ader- Black Forest resident & member of the Friends of the Black Forest Preservation Plan

Nina Ruiz

From: Mike Ferrell <miketferrell@gmail.com>
Sent: Monday, September 03, 2018 12:45 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP “upgrade” to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Thank you,

Mike Ferrell

Nina Ruiz

From: Sunnie <billandsunnie@aol.com>
Sent: Monday, September 03, 2018 11:44 AM
To: billandsunnie@aol.com
Subject: Flying Horse North

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Commissioner

Tomorrow you are scheduled to consider the preliminary plan for Flying Horse North. This development density has concerned us since it's first notification. We appreciate the developers changing to follow the 5-acre rule in the Preservation Plan by placing larger lots along its boundary. However there are two remaining items that should be adjusted.

First, Holmes Road should be used for emergencies only, not a normal entrance to the development. Holmes is a substandard road, narrow with several hills and lots of driveways, some serving **multiple residences**.

Second, the 90 foot right of way reservation requirement for Black Forest Road appears to be excessive and should be removed. The upgrade to Black Forest Road to a 4 lane road is excessive and not in keeping with the Black Forest Preservation Plan. Black Forest Road should remain a "minor arterial".

We urge you to remove Holmes Road as an entrance and change the right of way to 60-70 feet instead of the proposed 90 feet.

Respectfully,

Bill & Sunnie Anderson
7625 Clovis Way

Nina Ruiz

From: James Gardner <jgardner1949@gmail.com>
Sent: Monday, September 03, 2018 11:44 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse Proposal

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1. Holmes Road is a narrow road with no shoulders that has 60+ driveways, blind hills, and feeder roads that branch off. A traffic study has been done that shows an additional 185 trips per day on Holmes Road as a result of Flying Horse North development. That is a small enough number that closing the entrance would not significantly impact the traffic in the development. But, it would increase the traffic on what is already a dangerous road especially during bad weather. Instead we propose that Holmes Road be used by the development only in case of emergency.

2. The 2060 change to make Black Forest Road a 4-lane road is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of Right-of-Way.

I urge you to remove Holmes Road as an entrance to the new development and to remove the new 90-foot requirement on Black Forest Road.

3. If water request is waived, where is water for proposed golf course sourced?

Thank you for consideration of input from current Black Forest residents.

Nina Ruiz

From: Irene Gardner <jigardner5206@gmail.com>
Sent: Monday, September 03, 2018 11:19 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North Proposals

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The following proposals have a negative impact on existing Black Forest residents and should, therefore, be denied/amended:

1. Holmes Road is a narrow road with no shoulders that has 60+ driveways, blind hills, and feeder roads that branch off. A traffic study has been done that shows an additional 185 trips per day on Holmes Road as a result of Flying Horse North development. That is a small enough number that closing the entrance would not significantly impact the traffic in the development. But, it would increase the traffic on what is already a dangerous road especially during bad weather. We propose that Holmes Road be used by the development only in case of emergency and not a normal entrance to the development.
2. The 2060 change to make Black Forest Road a 4-lane road is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of Right-of-Way.

I urge you to remove Holmes Road as an entrance to the new development and to remove the new 90-foot requirement on Black Forest Road.

Thank you for consideration of input from current Black Forest residents.

Nina Ruiz

From: Wendy V <ncstate.wlv@gmail.com>
Sent: Monday, September 03, 2018 10:32 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: BLACK FOREST

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Dear Commissioners,

I am BEGGING YOU to PRESERVE BLACK FOREST!!!!

Tomorrow, you will be considering the preliminary plan for Flying Horse North. First of all, thank you for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. Other developers have not adhered to this rule and Black Forest is being overcrowded at an alarming rate. For this reason, please consider the following:

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders. A recent traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road.
2. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

Mr. Glenn, I voted for you and have been a strong supporter of you. However, Black Forest is IN DANGER and we need our representatives to SUPPORT US, not these developers that are ruining our community.

Wendy Bentele

Nina Ruiz

From: Joe Arbuckle <arbuckle2@me.com>
Sent: Monday, September 03, 2018 10:11 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North Plans

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On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP “upgrade” to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Joe Arbuckle

10945 Hat Creek Pl
Black Forest

Nina Ruiz

From: Greg Aubuchon <aubuchog@gmail.com>
Sent: Monday, September 03, 2018 9:59 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North concerns

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sincerely,

Greg Aubuchon

Nina Ruiz

From: Irma Greenwood <ilgreenwood@earthlink.net>
Sent: Monday, September 03, 2018 9:52 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Sept 4th Meeting

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Please consider denying the following items in the proposal

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Irma Greenwood

Nina Ruiz

From: Donna Arkowski & Christopher Korch <darkkorch@msn.com>
Sent: Monday, September 03, 2018 9:33 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Commissioner Hearing - 9/4/18

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Dear Commissioners,

I am writing to all of you in opposition to items to be considered on your 9/4/18 agenda. On this date, you will be considering the preliminary plan for Flying Horse North. I am pleased that the developers are adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied, however.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Donna Arkowski
darkkorch@msn.com
719-495-2892

Nina Ruiz

From: Byron Walter <byronawalter@gmail.com>
Sent: Monday, September 03, 2018 8:54 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

--

Byron Walter
10620 S Forest Drive
Colorado Springs, CO 80908
314-413-3094 (cell)

Nina Ruiz

From: Gary Hokkanen <glhokkanen@gmail.com>
Sent: Monday, September 03, 2018 8:36 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: BFPP Support
Importance: High

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development and encourage you to support the Black Forest Preservation Plan as is favored by existing landowners and tax payers.. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

In closing I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Respectfully,

Gary & Patricia Hokkanen

Nina Ruiz

From: Michael Taylor <mdavidtaylor@gmail.com>
Sent: Monday, September 03, 2018 8:25 AM
To: darrylglenn@elpaso.com; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North-different view

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In regards to FHN, please consider the following:

Bring Holmes up county standards as right of way. A turn lane would be helpful to accommodate blind hills and driveways. This turn lane should be a middle turn lane full length to Milam, Holmes and Black Forest (aka suicide lane that works well in other metro areas). Saves money on adding four lanes that are always in line of traffic, causing back ups and potential of rear end car wrecks.

Do not put all pressure on BF Road and Milam as north/south. With all the homes in the Black Forest area post-fire, it is time to get better roads to allow better departure due to more fire potential.

Holmes is the north/south right of way that needs upgrading/widening. BF Road cannot accept all the new traffic even if widen to more lanes.

This is a great time to get help from FHN to fix that road that will need updating either way.

M. David Taylor

Nina Ruiz

From: Tammy Waldman <jtemwaldman@aol.com>
Sent: Monday, September 03, 2018 8:24 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sincerely,

Jason and Tammy Waldman

Nina Ruiz

From: Trish Grihalva <tgrihalva@outlook.com>
Sent: Sunday, September 02, 2018 10:16 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development, however this proposal has two items that should be denied.

- Holmes Road should definitely not be considered as a normal entrance to the development due to it's dangerous and unsafe conditions. The sharp hill leading to Shoup Road is not safe, especially during snowy and icy conditions. The entrance onto Shoup from Holmes is not easily seen to eastward traffic and Shoup itself does not provide enough shoulder not to cause significant congestion for vehicles wanting to turn onto/out of Holmes.
- The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

As long-term residents of Black Forest, I urge to consider how these items will impact an already unsafe and somewhat dangerous section of road and vote no in your meeting on September 4th. We support the vision of those who drafted the Black Forest Preservation Plan and indeed counted on the fact that it would be a controlling force to limit overcrowding and urbanization of the forest. It is what we relied upon in our original considerations for buying property in Black Forest.

Sincerely and respectfully submitted,

Patricia Grihalva, 12185 Casey Lane, Black Forest CO

Lawrence DiFrancesco, 12185 Casey Lane, Black Forest CO

Nina Ruiz

From: Kitty West <kitty.west@live.com>
Sent: Sunday, September 02, 2018 7:26 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Holmes Road in Black Forest - A Concern

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Dear Commissioners,

On Tuesday 4 September you will consider the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. However, this proposal has one item that should be denied.

-- Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders and 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

Thank you for listening to my concern.

Kitty West
Darr Drive
Black Forest

Nina Ruiz

From: Marlice VanZandt <marlice.touchtheearth@gmail.com>
Sent: Sunday, September 02, 2018 5:52 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Black Forest Preservation request...

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As a long time resident of Black Forest, I urge you to please consider the Black Forest Preservation Plan in your dealings concerning Flying Horse filings.

Holmes Road is narrow and there are many driveways along it. It should not bear more traffic than currently travel upon it.

Black Forest Road and Vollmer Road ROW if changed, would be excessive and not in keeping with the Black Forest Preservation Plan nor is it in keeping with future traffic flow in the forest.

Marlice Van Zandt
resident Black Forest

Nina Ruiz

From: Donna Duncan <donnaduncan66@gmail.com>
Sent: Sunday, September 02, 2018 5:24 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Re: Holmes and Black Forest Roads -

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Sorry - about the last note on Holmes and BF roads, I meant to sign it.--

Thank you for considering a request by a resident who hopes you also want what's best for Black Forest and its next residents.

- Donna Duncan

On Sun, Sep 2, 2018 at 5:20 PM Donna Duncan <donnaduncan66@gmail.com> wrote:

Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. This proposal has two items that should be denied.

1. Holmes Road was a workaround road for us last summer when the bridge on Black Forest road was under construction for seven months, so we know the road well. *South bound the road goes steeply down hill. It has a chip seal finish which prompts vehicles to speed well over the posted limit. Slamming into residents coming in or out of their driveways is more likely with more traffic.*

2. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot

Nina Ruiz

From: Donna Duncan <donnaduncan66@gmail.com>
Sent: Sunday, September 02, 2018 5:21 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey; EXTERNAL Donna Duncan
Subject: Holmes and Black Forest Roads -

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. This proposal has two items that should be denied.

1. Holmes Road was a workaround road for us last summer when the bridge on Black Forest road was under construction for seven months, so we know the road well. *South bound the road goes steeply down hill. It has a chip seal finish which prompts vehicles to speed well over the posted limit. Slamming into residents coming in or out of their driveways is more likely with more traffic.*

2. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot

Nina Ruiz

From: Paula Whitehead <petn@mac.com>
Sent: Sunday, September 02, 2018 4:30 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Preliminary Plan for Flying Horse North and Holmes Road Inadequacies

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP “upgrade” to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sent from my iPad

Nina Ruiz

From: senthil.v.sam@gmail.com
Sent: Sunday, September 02, 2018 3:32 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Holmes road Request

CAUTION: This email originated from outside the El Paso County technology network. Do not click links or open attachments unless you recognize the sender and know the content is safe. Please call IT Customer Service at 520-6355 if you are unsure of the integrity of this message.

Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Best Regards
Senthil (Sam) Vinayagam

Nina Ruiz

From: David Reily <daveruns@earthlink.net>
Sent: Sunday, September 02, 2018 2:34 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North Hearing - Sep 4, 2018

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Dear County Commissioners,
I'm writing to request your disapproval of two items which will be presented on Tuesday, the 4th of September, as part of the preliminary plan for Flying Horse North. I believe these two items should be removed from the proposal for the reasons noted below. I strongly urge you to vote against these items.

Re: Flying Horse North

1. Holmes Road Entrance

Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

Note: I have personal experience with cars sliding through a stop sign when the road slopes downward. During the winter months, we've had two occasions where cars slide through a stop sign on an adjacent road; once taking-out our gas meter and once destroying several aspen trees. More traffic at the Holmes/Shoup intersection will likely result in similar incidents.

2. Right-of-way Requirement

The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

Sincerely,
David Reily, Black Forest Resident
Casey Lane / Shoup Rd intersection

Nina Ruiz

From: Jennifer Reily <jjasmara@earthlink.net>
Sent: Sunday, September 02, 2018 2:14 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Cc: 'Jennifer Reily'
Subject: Flying Horse North - Pls deny Holmes Rd Entrance and 90-ft ROW

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Dear County Commissioners,

I'm writing to request your consideration of two items which will be presented on Tuesday, the 4th of September, as part of the preliminary plan for Flying Horse North. I believe these two items should be removed from the proposal for the reasons noted below. I strongly urge you to vote against these items.

Sincerely,

Jennifer Reily

Resident of Black Forest, CO
Casey Lane / Shoup Rd intersection

Flying Horse North

1. Holmes Road Entrance

Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

Note: I have personal experience with cars sliding through a stop sign when the road slopes downward. During the winter months, we've had two occasions where cars slide through a stop sign on an adjacent road; once taking-out our gas meter and once destroying several aspen trees. More traffic at the Holmes/Shoup intersection will likely result in similar incidents.

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Nina Ruiz

From: BRUCE RAY LAURA QUINN <quinnray@msn.com>
Sent: Sunday, September 02, 2018 11:38 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sincerely,
Bruce Ray

Nina Ruiz

From: Bill B <bnkk@hotmail.com>
Sent: Sunday, September 02, 2018 10:35 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying horse North

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Dear Commissioners,

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Nancy Blöse
16070 Forest Light Dr.

Nina Ruiz

From: Bill B <bnkk@hotmail.com>
Sent: Sunday, September 02, 2018 10:34 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Nancy Blöse
16070 Forest Light Dr.

Nina Ruiz

From: Bill B <bnkk@hotmail.com>
Sent: Sunday, September 02, 2018 10:33 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey

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Dear Commissioners,

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Nancy Blöse
16070 Forest Light Dr.

Nina Ruiz

From: Elisabeth Schley <schleye@outlook.com>
Sent: Sunday, September 02, 2018 10:25 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North Plan - please read

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Dear Commissioners,

I understand you will be addressing the plan for Flying Horse North. I appreciate that they have kept the 5-acre rule defined in the Preservation Plan. However, there are 2 items that will negatively impact character of the Black Forest Community and have immediately damage the safety and lifestyle of those who already live here.

1) Holmes Road is completely inappropriate as a normal entrance to Flying Horse North. It is a narrow road with steep hills, no shoulder, 61 private drives, and 5 feeder roads. The slope of the road at Shoup is such that cars frequently cannot stop and slide directly into the intersection. The 185 trips that are estimated to be added will not impact traffic within the development, but will have a significant impact on the safety of Holmes and Shoup Rd. The resulting cul-de-sac within the development is larger than allowed, but much shorter than several other, similar cul-de-sacs in the county. Leaving Holmes as an emergency exit should alleviate the associated safety concerns.

2) Imposing the recent 90-foot right-of-way reservation along Black Forest Rd and roads adjacent to other new developments is not necessary and should be eliminated. Instead of "upgrading" Black Forest Rd to a 4-lane thoroughfare will only encourage additional, unsafe traffic patterns. It would be safer and more efficient to encourage traffic flow along Woodmen, Briargate, and Research. The number of small roads and hidden driveways within Black Forest makes these roads unfit for large quantities of traffic to be funneled through.

Please remove the Holmes Rd entrance and the 90-foot ROW requirement in Black Forest Rd.

Elisabeth Schley

Nina Ruiz

From: JJ <jjellis63@gmail.com>
Sent: Sunday, September 02, 2018 10:07 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Cc: tastokka@gmail.com
Subject: Black Forest Concerns

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Dear Representatives,

As a constituent, I'm requesting that you help cease the senseless deforestation and population of Black Forest. There is plenty of property within Colorado Springs to meet the needs of the community. Instead of promoting the slow death of inner Colorado Springs, why don't developer's refurbish the area? The Murray corridor is quickly becoming a crime/drug abomination. Why not revitalize this and other inner city areas? There is already a community infrastructure in place...schools, water, sewer, commerce. The attempt to settle land in Black Forest only meets the needs of developer's bank accounts.

Traffic in Black Forest is already unsafe with bicyclists and deer. We've already been prey to a man-made fire - we certainly don't need anymore city folk here that do not understand proper fire prevention.

Water in Black Forest is in short supply. My pond dried up this summer for the first time. I have 15 horses and other livestock and yet I'm only allowed to water 5000 sq/ft with my well - which means I have to buy grass and alfalfa instead of growing for my herd. Meanwhile, hundreds of houses are being built and tapping into our water. Their residents will water their lawns and wash their cars and clothes. They will consume exponentially more water within the same 15 acres as I. It's not right! We were here first! Property in Colorado Springs is readily available.

PLEASE help us protect this land. Please observe plans devised long ago to preserve this serene area.

Thank You,
Jeffrey Ellis
11450 Buckskin Ln
80908

Nina Ruiz

From: Dianne Schisler <dkschis@gmail.com>
Sent: Sunday, September 02, 2018 9:42 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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Dear Commissioners,

PLEASE consider these common sense suggestions.

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Nina Ruiz

From: Joy Walter <joyfwalter@gmail.com>
Sent: Sunday, September 02, 2018 9:42 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Preliminary Plan for Flying Horse North suggestions

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Dear Commissioners:

This message is in regard to your consideration of the prelim plan for Flying Horse North. I am a resident of Black Forest and I am pleased that you are using the Preservation Plan as guidance. Please continue with the utmost regard for the people who already reside here AND for the new dwellers.

For all our sakes, I urge you to remove Holmes Road as an entrance to Flying Horse North AND to remove the 90-foot Right of Way requirement on Black Forest Road.

I plan to attend the discussion on Sept 4 at 9:00am. Hope to see your best efforts.

Sincerely,

Joy Walter
10620 S. Forest Dr
Colorado Springs, CO 80908

Joy Fritz Walter
10620 South Forest Drive
Colorado Springs, CO 80908
1-314-413-3911

Nina Ruiz

From: Carolyn Brown <carolynb@q.com>
Sent: Sunday, September 02, 2018 9:30 AM
To: Nina Ruiz
Subject: FHN

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Dear Commissioners,

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1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sincerely,

Carolyn Brown

Nina Ruiz

From: Julie Foster <claracapool@gmail.com>
Sent: Sunday, September 02, 2018 8:30 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Flying Horse North

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Commissions: at your meeting Tuesday September 4th regarding Flying Horse North I ask that you deny two of the developer's requests that are inconsistent with the Black Forest Preservation Plan:

- 1 - Holmes Road should not be an entrance.
- 2 - 90 ft. right of way on Black Forest Road is excessive and unnecessary.

thank you - Julie Foster / Timberedge Lane / member, Friends of Black Forest Preservation Plan

Nina Ruiz

From: 54outpost@gmail.com
Sent: Sunday, September 02, 2018 5:57 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Broadband

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Hi

Are there any plans for the installation of broadband/fiber in the Forest Gate Area? If so, what are they?

Thanks

Ron Torgerson, PE, PMP
9084 shipman Ln
Colorado Springs 80908

Nina Ruiz

From: 54outpost@gmail.com
Sent: Sunday, September 02, 2018 5:55 AM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Request

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Thank You,
Ronald Torgerson, PE, PMP
9084 Shipman Ln
Colorado Springs, CO 80908

Nina Ruiz

From: J Matheson <jupiters.smile@gmail.com>
Sent: Saturday, September 01, 2018 9:37 PM
To: Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey
Subject: Expressing my concerns for your 4 SEP meeting

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I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

--

John Matheson
11570 Greentree Rd
Colorado Springs, CO 80908
719-495-4383
719-510-6395 cell
S/V Jupiter's Smile

~~~~~ / ) ~~~~~ ( ~~~~~ ( ~~~~~

## Nina Ruiz

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**From:** Charlotte gagne <char50gagne@gmail.com>  
**Sent:** Saturday, September 01, 2018 9:07 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North concerns

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Charlotte Gagne,

Black Forest resident

## Nina Ruiz

---

**From:** Terri Mantia <tbmantia@aol.com>  
**Sent:** Saturday, September 01, 2018 9:01 PM  
**To:** Nina Ruiz  
**Subject:** Holmes Rd/Flying Horse North

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Reference File Number: SP-17-012/SF-18-001- Preliminary Plan

We are concerned citizens and residents of Holmes Rd. In the years we have lived on Holmes Rd it has gone from a narrow dirt road to a narrow paved road which still has horseback rider signs on it, The posted speed is 30mph. We implore you to NOT allow Flying Horse North to use this road for any access other than emergency. This road is narrow, has many driveways, blind hills, children, wildlife etc. The police have radar occasionally to slow down the trucks, but it's a temporary fix. This road simply cannot handle the traffic from Flying Horse North construction and/or residents. They do not NEED Holmes Rd. They have several other entrances that are safer. I invite you to sit in my blind driveway #13360 any afternoon to see the danger of this. We all feel that if Holmes Rd becomes a main thoroughfare, something very bad is going to happen on this residential road. Our family tries not to get T-boned every time we leave home. Please seriously consider this matter with Classic Homes & Flying Horse North.

Thank you for your time and consideration.

teri & bill mantia  
#13360 Holmes Rd. 80908

## Nina Ruiz

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**From:** Birdye O'Neil <birdyeoneil@earthlink.net>  
**Sent:** Saturday, September 01, 2018 7:45 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North  
**Importance:** Low

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Respectfully,

Birdye O'Neil  
Black Forest Resident since 1971



## Nina Ruiz

---

**From:** Susan Stewart <stewart.susan8@gmail.com>  
**Sent:** Saturday, September 01, 2018 7:41 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan. There are two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways, 6 steep hills, and 5 feeder roads. The Holmes Road intersection slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes Road. That is more than the neighbors should have added on this already unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but shorter than many others in the county.
2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP upgrade to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sincerely, Susan Stewart

## Nina Ruiz

---

**From:** Pat O'Neil <pconeil1@earthlink.net>  
**Sent:** Saturday, September 01, 2018 7:39 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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---

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I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Respectfully,

Patricia O'Neil  
Black Forest Resident since 1971

## Nina Ruiz

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**From:** basecampwest@msn.com  
**Sent:** Saturday, September 01, 2018 7:15 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Keith Hankins

9675 Arroya Ln

Raygor Road, Black Forest



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## Nina Ruiz

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**From:** Victoria Johnson <gardendreamer@q.com>  
**Sent:** Saturday, September 01, 2018 7:13 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road. Regardless of what part of the Black Forest you choose to desecrate, the impact affects all residents of the Forest.

Victoria Johnson

9675 Arroya Lane

Raygor Road, Black Forest



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## Nina Ruiz

---

**From:** sherrie lidderdale <sherrie.lidderdale@gmail.com>  
**Sent:** Saturday, September 01, 2018 7:03 PM  
**To:** darrylglen@elpasoco.com; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; markwaller@elpasco.com; Nina Ruiz; Craig Dossey  
**Subject:** Preliminary Plan for Flying Horse North

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I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sincerely,

Sherrie Lidderdale  
8530 Woodcrest Dr.  
Black Forest, CO 80908

## Nina Ruiz

---

**From:** Robert Gallagher <cyrusgallagher38@gmail.com>  
**Sent:** Saturday, September 01, 2018 6:59 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse Security

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I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Christ's love urges us (2 Cor 5:14)

719-661-1145

[cyrusgallagher38@gmail.com](mailto:cyrusgallagher38@gmail.com)

Cyrus

## Nina Ruiz

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**From:** D Rusch <debbie.rusch@gmail.com>  
**Sent:** Saturday, September 01, 2018 5:54 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Black Forest Vote

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I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sincerely Debbie Rusch

## Nina Ruiz

---

**From:** Jean Forbes <jdtorrent@earthlink.net>  
**Sent:** Saturday, September 01, 2018 5:47 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North Plan

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2. As a cyclist in Black Forest, the new impact to traffic will make riding in my neighborhood too dangerous to continue to do. I moved here 20 years ago in part, because of the lower traffic and greater safety of the roads.
3. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

Please try to put yourselves in our position in regard to the quality of life in Black Forest. The complete disregard for the haphazard and uncontrolled development being allowed in the Forest quite literally brings tears to my eyes. This wonderful, natural area is going to be ruined unless the commissioners begin to listen to their constituents and control the growth in this area. I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sincerely, Jean Forbes



## Nina Ruiz

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**From:** LAURI GEPHART <goldenfan6@msn.com>  
**Sent:** Saturday, September 01, 2018 5:33 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** September 4 2018 Flying Horse North Agenda Item

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Dear Commissioners:

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sincerely,

Lauri Gephart

16170 Northcliff Square

Elbert, Colorado. 80106

El Paso County

719-359-2164

*Sent from my LG K20, an AT&T 4G LTE smartphone*

## Nina Ruiz

---

**From:** ShariJune KD0RUW <sharijune@yahoo.com>  
**Sent:** Saturday, September 01, 2018 4:12 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Preliminary Plan for Flying Horse North

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development.

This proposal has two items that should be denied however:

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.
2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

respectfully,  
Shari Henry  
13220 Meadow Glen  
CoS, CO 80904

## Nina Ruiz

---

**From:** Terry Stokka <tastokka@gmail.com>  
**Sent:** Saturday, September 01, 2018 4:12 PM  
**To:** Nina Ruiz; Craig Dossey  
**Subject:** New MTCP ROW Requirements

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Craig and Nina,

I wanted you to know before the nearing on Tuesday that we will be strongly recommending a delay in the approval of the preliminary to sort out the new MTCP ROW requirements.

Our primary disagreement with the preliminary plan itself is using Holmes as an entrance and I will cover that as well, but the ROW change needs to be addressed before developments like Flying Horse North go to all the work of redrawing property, easement and ROW lines for their developments.

The requirement for a 180-foot ROW in the Black Forest is ridiculous. That ROW equates to a 4-lane road with a 26 foot berm between roadways. We all know that will never happen in the Black Forest so why are we doing this to new developments? This is affecting Redtail Ranch and the Retreat as well and the issue needs to be discussed with the Highway Advisory Committee, PPACG and the county planners to get a resolution. Continuing to draw absurd lines like this on new developments is crazy.

We will be showing a few examples of where building this size of road would demolish major intersections at Black Forest Road and would put the road and ditch in many people's front door.

Another problem is that this 90-foot setback is not even shown on Hodgen Road for FHNorth and we assume that Hodgen is just as eligible for the new rules as BF Road.

This is an issue that requires county planners, the HAC and the PPACG to get together to resolve before requiring such huge setbacks for ROW in new developments.

Terry Stokka

## Nina Ruiz

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**From:** Jane Shirley <mjaneshirley@yahoo.com>  
**Sent:** Saturday, September 01, 2018 4:05 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.
2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

## Nina Ruiz

---

**From:** Cindy Falls <cindysavage@q.com>  
**Sent:** Saturday, September 01, 2018 3:38 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Denny and Cynthia Falls

8050 Juniper Road 80908

## Nina Ruiz

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**From:** Herb Marchman <hmarchman@gmail.com>  
**Sent:** Saturday, September 01, 2018 3:33 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North -

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

Holmes Road should not be used as a feeder road. It is already too narrow and congested and should only be used for emergency traffic.

The new rules requiring a 90 foot easement adjacent to Black Forest Road is overkill and does not need to be forced upon new developments.

Please reconsider and reverse or revise these unwise choices in the plan.

Thank You,

Herb Marchman

9350 Arroya Ln., Black Forest, CO

## Nina Ruiz

---

**From:** Spence, Sue <sue.spence@lmco.com>  
**Sent:** Saturday, September 01, 2018 3:19 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Input - Flying Horse North development

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. I want to thank the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development, **however this proposal has two items that should be denied:**

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, and having slid through that intersection on one icy day a few years ago, I can attest to the fact that it's dangerous. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Thanks,

*Sue Spence*  
8095 Burgess Road  
Black Forest, CO 80908



## Nina Ruiz

---

**From:** Susan McLean <susanmclean@earthlink.net>  
**Sent:** Saturday, September 01, 2018 2:49 PM  
**To:** Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** concerns about Fkying Horse North development

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

**I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.**

Sincerely,

Susan Carson McLean

## Nina Ruiz

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**From:** Alexandra McKellar <alexandramckellar@hotmail.com>  
**Sent:** Saturday, September 01, 2018 2:46 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying horse North

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Please do not allow Holmes Rd. To be a main entrance to the new development. The road clearly cannot handle the traffic load it will require. I agree with the Black Forest residents on all their concerns. I have lived in BF for 31 years and am not happy with the rapid development and the lack of concern over water issues. Clearly the county commissioners are not concerned about these issues as none of you live here. Please listen to our concerns. They are real and rational. Thank you, Alexandra McKellar

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## Nina Ruiz

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**From:** Elizabeth Nordman <cen233@gmail.com>  
**Sent:** Saturday, September 01, 2018 2:02 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** input on preliminary plan for Flying Horse North

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Dear El Paso County Commissioners,

On Tuesday September 4 you will be considering the preliminary plan for Flying Horse North. We BF residents thank the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied:

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many sliding incursions on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

My husband and I frequently visit a resident of Holmes Rd and have noticed a significant increase in traffic on what used to be a road I would rarely see any other traffic.

I request that you remove Holmes Road as an entrance and remove the 90-foot ROW requirement on Black Forest Road.

regards  
Elizabeth Nordman  
Black Forest Resident

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## Nina Ruiz

---

**From:** Ward, John [USA] <ward\_john@bah.com>  
**Sent:** Saturday, September 01, 2018 1:45 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Concerns with plans for Flying Horse North

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

*John Ward*  
John Ward, PhD., PMP  
Black Forest resident

## Nina Ruiz

---

**From:** GERRY HINDERBERGER <hindy@hotmail.com>  
**Sent:** Saturday, September 01, 2018 1:38 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Craig Dossey; Nina Ruiz  
**Subject:** Flying Horse North

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Thank you for your consideration,

Gerry Hinderberger

## Nina Ruiz

---

**From:** G Hindy <csprings@live.com>  
**Sent:** Saturday, September 01, 2018 1:38 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Craig Dossey; Nina Ruiz  
**Subject:** Flying Horse North

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Thank you for your consideration,

Jennifer Hinderberger

## Nina Ruiz

---

**From:** Bob Hilborn <bobhilborn@centurylink.net>  
**Sent:** Saturday, September 01, 2018 1:34 PM  
**To:** Darryl Glenn  
**Cc:** Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North filing 1

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Commissioner Glenn,

I am urging you to seriously consider my two major concerns with the development of Flying Horse North. As a 30 year resident living on North Holmes Road, I am deeply troubled by the prospect of almost 200 more vehicle trips up and down our narrow, hilly road. Myself and other residents here have pulled numerous cars out of the ditch every winter, especially when the road is covered in an inch or more of ice. I personally have slid through the Homes/Shoup intersection even when creeping along at less than 5 mph. Holmes Road needs to be used only as an emergency exit from Flying Horse North. The alternative is for the County to widen and improve the road which seems to me is not probable given the existing 60' ROW and current county road standards. My second concern comes from having watched the county's involvement in the development of Cathedral Pines over our back fence and the promise that in exchange for the eminent domain procurement of land for Milam road, Milam would be used for "eventual" development North of CP. In my view, that promise has not been kept.

Given the need for escape routes out of the development, a connection to Holmes Road is needed, but only in an emergency – not for everyday travel.

Thank you for your consideration,

Bob Hilborn  
14030 Homes Rd.



## Nina Ruiz

---

**From:** Charles Harris <charris7525@gmail.com>  
**Sent:** Saturday, September 01, 2018 1:31 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** for Tuesday's meeting - my feelings

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On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be **denied**.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

---

Sincerely, Charles and Andrene Harris, Black forest residents

## Nina Ruiz

---

**From:** malcolm sharp <mackdaknife@me.com>  
**Sent:** Saturday, September 01, 2018 1:23 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Stop further large plot developments in the Black Forest

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Commissioners,

September 4, you will hear a preliminary plan for Flying Horse North development. We appreciate the developers following the 5-acre rule, per the Preservation Plan and for placing larger lots along the boundary of the development. However, these developments will continue to stress our already busy and dangerous roads within the Black Forest. The continued expansive development of black forest lands in the future will not only stress our roads, but also begin to deteriorate the beauty and attractiveness of black forest overall. Further consideration of large land development, should be denied in order to maintain the black forest as the attractive community it is today.

Malcolm Sharp

## Nina Ruiz

---

**From:** RODRIGUEZ <eggh4rod@msn.com>  
**Sent:** Saturday, September 01, 2018 1:17 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

**I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.**

Sincerely,

Gwen Rodriguez

## Nina Ruiz

---

**From:** Michael Schuette <ms@lostcircuits.com>  
**Sent:** Saturday, September 01, 2018 1:14 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse Plan North

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Dear Commissioners,

On Tuesday the 4th of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Best Regards

Michael Schuette, Ph.D.

Michael Schuette, [ms@lostcircuits.com](mailto:ms@lostcircuits.com) on 9/1/2018

## Nina Ruiz

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**From:** Patricia Dekal <77blubrds@gmail.com>  
**Sent:** Saturday, September 01, 2018 12:59 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP “upgrade” to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

## Nina Ruiz

---

**From:** Patricia Dekal <77blubrds@gmail.com>  
**Sent:** Saturday, September 01, 2018 12:59 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse Fiasco

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP “upgrade” to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

## Nina Ruiz

---

**From:** Karen Lynam <floogiefish1@gmail.com>  
**Sent:** Saturday, September 01, 2018 12:54 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North Plan Concerns

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Dear Commissioners,

On Tuesday, September 4, you will be considering the preliminary plan for Flying Horse North. I hope that you will take into consideration my concerns about two items of the proposal that should be denied:

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Please consider my concerns to this proposal as a constituent of yours and as a long-time resident of Black Forest.

Sincerely,

Patricia Harris  
16725 Vollmer Road  
Black Forest, CO 80908

## Nina Ruiz

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**From:** Karen Lynam <floopiefish1@gmail.com>  
**Sent:** Saturday, September 01, 2018 12:45 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North Plan

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North.

Please hear our concerns as Black Forest residents. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Thank you for your consideration for the concerns of your constituents.

Sincerely,

Lyle D. LeBere  
16725 Vollmer Road  
Black Forest, CO 80908



## Nina Ruiz

---

**From:** Karen Lynam <floopiefish1@gmail.com>  
**Sent:** Saturday, September 01, 2018 12:39 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North Plan Concerns

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Thank you for your consideration of the concerns of your constituents.

Sincerely,

Karen T. Lynam  
16725 Vollmer Road  
Black Forest, CO 80908

## Nina Ruiz

---

**From:** Rich Painter <painterengr@gmail.com>  
**Sent:** Saturday, September 01, 2018 12:35 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** input on preliminary plan for Flying Horse North

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Dear El Paso County Commissioners,

On Tuesday September 4 you will be considering the preliminary plan for Flying Horse North. We BF residents thank the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied:

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many sliding incursions on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I frequently visit a resident of Holmes Rd and have noticed a significant increase in traffic on what used to be a road I would rarely see any other traffic.

I request that you to remove Holmes Road as an entrance and remove the 90-foot ROW requirement on Black Forest Road.

regards  
rich painter  
Black Forest Resident

--  
Richard A. Painter, P.E.

## Nina Ruiz

---

**From:** Bill Manning <mntman123@comcast.net>  
**Sent:** Saturday, September 01, 2018 12:34 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Cc:** pandy517@comcast.net  
**Subject:** Flying Horse North Filing 1: Preliminary Plan and Final Plat - Objection to Holmes Rd Entrance and 90' ROW on Black Forest Rd

**Importance:** High

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Dear El Paso County Commissioners,

On September 4th you will be considering the preliminary plan for Flying Horse North. I applaud the Flying Horse North developers for adhering to the 5-acre rule in the Black Forest Preservation Plan and for placing larger lots along the boundary of their development. However, this proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the Flying Horse North development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes Road. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of Right of Way (ROW).

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Sincerely,

Bill Manning  
19530 Soaring Wing Drive  
Colorado Springs, CO 80908  
719-481-9143  
[mntman123@comcast.net](mailto:mntman123@comcast.net)

## Nina Ruiz

---

**From:** Ray Young <VARYUS@msn.com>  
**Sent:** Saturday, September 01, 2018 12:17 PM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Objection to Holmes Road as an entrance and to the excessive ROW

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Respectfully,  
Ray Young

## Nina Ruiz

---

**From:** Susan Beiner <mrsbeiner@hotmail.com>  
**Sent:** Saturday, September 01, 2018 11:57 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Concerns for the upcoming meeting

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. I have some concerns regarding two issues you are considering.

First of all, I believe that Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a narrow road with no shoulders. It has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

Secondly, the recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

Please, I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road. Keep the rural nature of the Black Forest in mind as you consider these developments.

Respectfully submitted,

Susan BeinerDear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not

significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Susan Beiner

7447 Crow Ct.

## Nina Ruiz

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**From:** David B <davidbradbury53@gmail.com>  
**Sent:** Saturday, September 01, 2018 11:48 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

I have personally experienced sliding at the bottom of Holmes Rd. across Shoup Rd. luckily there was no traffic traveling on Shoup.



## Nina Ruiz

---

**From:** Samuel Beers Marshall <Samuel.Marshall@colorado.edu>  
**Sent:** Saturday, September 01, 2018 11:37 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse preliminary plan concerns

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Dear Commissioners,

Thanks for your work improving and protecting our community. Today I am writing you to encourage you to consider removing two items from the preliminary plan for Flying Horse North.

The first issue concerns Holmes road as an access point for the new development. This road is far to small, hilly, and has too many residents to handle a large increase and traffic. Holmes road is not a particularly safe road to begin with and more travelers means more accidents, especially in winter.

The second issue I would like to address is the 90 foot ROW for Black Forest or Vollmer Roads. For small arterial roads 90 feet of ROW is excessive. In keeping with the Black Forest Preservation Plan these roads should remain smaller, and their right of ways should follow proportionately. Adapting to the current traffic patterns and community wishes or standards should be a responsibility of the new developments, and not the other way around.

Thanks again for your time and service to the community from a 25 year Black Forest resident and an employee of School district 20.

Sincerely,  
Samuel Marshall

## Nina Ruiz

---

**From:** Jeremy Beach <jeremy.beach@yahoo.com>  
**Sent:** Saturday, September 01, 2018 11:27 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road

- Jeremy Beach  
YNWA

## Nina Ruiz

---

**From:** Nancy Beers <sylviasage80908@gmail.com>  
**Sent:** Saturday, September 01, 2018 11:18 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North vote

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road, Vollmer Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

**I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road and Vollmer Rd.**

Sincerely,

Nancy Beers

Black Forest Homeowner

## Nina Ruiz

---

**From:** Nancy Beers <equineapproachllc@gmail.com>  
**Sent:** Saturday, September 01, 2018 11:18 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** concerns on Flying Horse north vote

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road, Vollmer Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

**I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road and Vollmer Rd.**

Sincerely,  
Nancy Beers  
Black Forest business owner

## Nina Ruiz

---

**From:** Janet Hafer <janihafer2@gmail.com>  
**Sent:** Saturday, September 01, 2018 11:17 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Re: Flying Horse zoning

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Dear Commissioners,

I grew up in the 1950s-1970s on Black Forest Road. I remember the old pink barn and tiny adobe home on Flying Horse, and riding my first horse home through that land from over on Shoup Road. Although we cannot bring back the neighbors being half a mile away, we can protect what we still have of the Old Forest.

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Janet L. Hafer

11915 Windmill Road

Colorado Springs, CO 80908

## Nina Ruiz

---

**From:** WAYNE SIBILIA <imclvrqxwizit@msn.com>  
**Sent:** Saturday, September 01, 2018 11:13 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North Development - Holmes Road Access and ROW

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We are happy the developers are adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a primary entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), multiple blind hills and feeder roads. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The county traffic study showed an increase of almost 200 trips per day on Holmes. That is more than the existing neighbors should have to endure on this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is an unnecessary requirement and needs to be re-evaluated and hopefully removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to rethink Holmes Road as an entrance to this development and also remove the 90-foot ROW requirement on Black Forest Road.

Sincerely,

Wayne Sibilias  
10445 Kurie Rd.  
Black Forest, CO 80908

## Nina Ruiz

---

**From:** Stephen Sicinski <stephen.sicinski@gmail.com>  
**Sent:** Saturday, September 01, 2018 11:11 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North prelim plan and final plat

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Many thanks,

Stephen J Sicinski  
COL, USA (Ret.)

## Nina Ruiz

---

**From:** david bayuk <dbayuk@live.com>  
**Sent:** Saturday, September 01, 2018 11:09 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Black Forest insanity

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For the love of God somebody needs to take a reasonable look at what's going on in the Black Forest area the infrastructure can't support what's there now the traffic will become insane And worst of all the delicate water supply in this delicate water system is not going to support hundreds and hundreds of new homeowners that's not possible whoever is doing the study is wrong they're smarter people to talk to which is Julia Murphy who has a strong sense as a hydrologist as to what the problems are. Please preserve the forest and not think in the short term which is what developing always is!

Sent from my iPhone



## Nina Ruiz

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**From:** Chadwick McKellar <wonderlandranch@yahoo.com>  
**Sent:** Saturday, September 01, 2018 10:57 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road

Thank You,

Chadwick McKellar

Wonderland Ranch, inc

## Nina Ruiz

---

**From:** Pete McCollum <saipan59@q.com>  
**Sent:** Saturday, September 01, 2018 10:43 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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---

Dear Commissioners,

Next week you will be looking at the preliminary plan for Flying Horse North.

Speaking as a Voting Member of the community, the proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development.
2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

AS A VOTING MEMBER OF THE COMMUNITY, I ask you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Regards,  
Masumi McCollum  
Huntsman Rd.

## Nina Ruiz

---

**From:** Peter McCollum <saipan1959@gmail.com>  
**Sent:** Saturday, September 01, 2018 10:40 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North preliminary plan

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Speaking as a Voting Member of the community, the proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

AS A VOTING MEMBER OF THE COMMUNITY, I ask you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Regards,

Peter McCollum

10875 Huntsman Rd.

## Nina Ruiz

---

**From:** Charles Dibrell <cdibrell4@gmail.com>  
**Sent:** Saturday, September 01, 2018 10:35 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Defense of the Black Forest

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Dear Commissioners,

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

## Nina Ruiz

---

**From:** barbara atwood <batwood8833@gmail.com>  
**Sent:** Saturday, September 01, 2018 10:23 AM  
**To:** Nina Ruiz  
**Subject:** Flying Horse North Filing 1

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I urge you to remove Holmes Road as an entrance to Flying Horse North and to remove the excessive 90-ft. right-of-way requirement on Black Forest Road.

Barbara J. Atwood  
Concerned Resident

## Nina Ruiz

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**From:** Jessica Sharp <jessicasharp08@gmail.com>  
**Sent:** Saturday, September 01, 2018 10:13 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey

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Dear Commissioners,

I am a Black Forest resident who is concerned about the development plans for Flying Horse North, and appalled by your lack of concern on this issue, or the preservation of the Black Forest area.

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. I applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW. I live near Black Forest Road and and strongly oppose this reservation.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Thank you,

Jessica Sharp

8555 Lakeview Drive

Colorado Springs, CO 80908

---



## Nina Ruiz

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**From:** B CJ <bcribarijohnson@gmail.com>  
**Sent:** Saturday, September 01, 2018 9:56 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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Hello,

I am a 30 year resident of Black Forest Colorado. I'm writing about the access to Flying Horse North. There are 2 issues:

1. Holmes road is not a suitable road for the planned traffic. It's unsafe to add this much traffic to this road. There are blind hills, feeder roads and unsafe slopes. Closing the access will not affect the traffic within the developent. I'm asking you to remove Holmes Road as an entrance to FHN.
2. The 90 foot right-of-way should be removed. Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Barbara Cribari

## Nina Ruiz

---

**From:** Joanne P <joprzew@gmail.com>  
**Sent:** Saturday, September 01, 2018 9:53 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Black forest preservation

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I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road. I bought a home in black forest to enjoy the peace and quiet that black forest allows. I appreciate that your development will be parcels of large acreage, but would ask you to please keep any access roads away from the center of Black Forest. Thank you for your time!

Joanne Przeworski

## Nina Ruiz

---

**From:** Barbara Roseberry <searose727@yahoo.com>  
**Sent:** Saturday, September 01, 2018 9:49 AM  
**To:** Nina Ruiz  
**Cc:** Barbara  
**Subject:** Holmes Road

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Good Morning,

I plan to attend Tuesday's meeting regarding Flying Horse.

Please close Holmes Road to Emergency vehicles only.....it's become a very dangerous road. The people using it for construction access seem to have no respect for speed limits etc. A serious accident will happen.....

Regards,

Barbara Roseberry

## Nina Ruiz

---

**From:** rico <ehoihjelle@yahoo.com>  
**Sent:** Saturday, September 01, 2018 9:46 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** 4 September 2018 Flying Horse North Preliminary Plan

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Dear Commissioners,

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

An interested voter,

Erik Hoihjelle

12925 Holmes Rd

## Nina Ruiz

---

**From:** Karrin Hopper <k\_k\_hopper@hotmail.com>  
**Sent:** Saturday, September 01, 2018 9:39 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North Right of Way and access road

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Hello,  
Please remove the 90 ft ROW from Black Forest Road. This should be limited to 60- 80' in keeping with the BFPP.

Also, Holmes Road should be used for emergency access only. This is a residential road and using it for primary access will make it way too busy and dangerous.

Thank you for your consideration,  
Karrin Hopper

## Nina Ruiz

---

**From:** Mike & Lisa Webb <webb.mml@gmail.com>  
**Sent:** Saturday, September 01, 2018 9:32 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP "upgrade" to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

r/,

Lisa Webb

## Nina Ruiz

---

**From:** Freddie Stone <blackforestfreddie@gmail.com>  
**Sent:** Saturday, September 01, 2018 9:32 AM  
**To:** Darryl Glenn; Peggy Littleton; Stan VanderWerf; Longinos Gonzalez Jr; Mark Waller; Nina Ruiz; Craig Dossey  
**Subject:** Flying Horse North

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Dear Commissioners,

On Tuesday the 4<sup>th</sup> of September you will be considering the preliminary plan for Flying Horse North. We applaud the developers for adhering to the 5-acre rule in the Preservation Plan and for placing larger lots along the boundary of the development. This proposal has two items that should be denied.

1. Holmes Road should be an emergency exit and not a normal entrance to the development. Holmes Road is a sub-standard, narrow road with no shoulders that has 61 driveways (some serving multiple residences), 6 blind hills and 5 feeder roads that branch off. At the Shoup Road intersection the road slopes downward, resulting in many slide-throughs on snowy days, making it a very dangerous intersection. The traffic study showed an increase of 185 trips per day on Holmes. That is more than the existing neighbors should have added to this already-unsafe road. It is also a small enough amount of traffic that closing that entrance would not significantly impact the traffic in the rest of the development. The resulting cul-de-sac is larger than allowed but much shorter than several other similar cul-de-sacs in the county.

2. The recent 90-foot right-of-way reservation requirement that is being imposed on Black Forest Road and roads adjacent to other new developments is not necessary and should be removed. The 2060 MTCP “upgrade” to Black Forest Road is a 4-lane road that is not necessary or in keeping with the Black Forest Preservation Plan. As a minor arterial, Black Forest Road should be limited to 60-80 feet of ROW.

I urge you to remove Holmes Road as an entrance and to remove the 90-foot ROW requirement on Black Forest Road.

Gary and Freddie Stone

Black Forest Residents

## Nina Ruiz

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**From:** Bobby Lunsford <bobbydl@gmail.com>  
**Sent:** Friday, August 31, 2018 10:17 PM  
**To:** Nina Ruiz  
**Subject:** County commissioners meeting on Flying Horse North

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I'm Bobby Lunsford, my wife Eugenia and I live on Holmes Rd, but are unable to be at this meeting, We are strongly opposed to Holmes Rd being used to access Flying Horse North EVER, except for emergency access. I trust that my neighbor Marcia Hannig will list our reasons, which will probably be repeated by others a dozen times.

I have been a Black Forest resident for 19 years and recall the hearings as Cathedral Pines developers were permitted to rape Black Forest Regional Park. One argument posed in favor of that development was that Milam road would be extended as a wide paved road with curbs to provide access to properties north in the future as they were developed. That future is now. This has been brought up at the more recent Flying Horse North development meetings – and dismissed as 'impossible' because of property corners / owners. HOGWASH! If the developer / county commissioners choose to motivate the right people, Milam access would be EASY. If the developer really wants a central southward exit, make that happen on Milam, or not, but stay off Holmes Rd!

And please make variances to the Black Forest Development Plan a rare thing, not to be taken lightly, and certainly to to make it easier for developers to profit. Especially not to the detriment of those of us already here.

thank you,

Bobby Lunsford

(719) 231-7761

[bobbydl@gmail.com](mailto:bobbydl@gmail.com)



## Nina Ruiz

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**From:** dhob13055@aol.com  
**Sent:** Friday, August 31, 2018 3:50 PM  
**To:** Nina Ruiz  
**Subject:** 9/4 commissioner's meeting/ HolmesRd

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I am a 32 year resident of Holmes Rd and believe Holmes rd access from Flying Horse North be limited to emergency access only. Any plan to improve Holmes road to support additional traffic seems unrealistic due to the limitations of the road width and the road configurations at Holmes/Shoup and Holmes/Vessey. There simply is not sufficient room. The blind hills already require current residents to exercise vigilance. The hills ice heavily during the winter. During winter current residents often having difficulty stopping traveling southbound and difficulty's climbing the hills northbound. Flying Horse North has adequate access from hwy 83. Access from Black Forest Road should be carefully considered. I don't believe it is an appropriate option either.

Thank you for allowing citizen input regarding this issue,

Dianna O'Brien  
13155 Holmes Road  
Colorado Springs, Co 80908  
719-495-0571  
Sent from my iPhone

September 3, 2018

To

The El Paso County Board of County Commissioners and The El Paso County Planning and Development Department Planners

Email addresses:

darrylglenn@elpasoco.com,  
peggylittleton@elpasoco.com  
stanvanderwerf@elpasoco.com,  
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markwaller@elpasoco.com  
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craigdossey@elpasoco.com

### **In Regards to the Proposed Plat Plan of the Flying Horse North Development**

I wish to inform the El Paso County Commissioners and the El Paso County Planning and Development Planners that I am opposed to different aspects of the Flying Horse North Development (FHN) plans because of three concerns I have with these current plans. I therefore suggest that you postpone your decision on this plat proposal until you have been given correct and consistent information and address two traffic concerns that could potentially destroy the Black Forest sense of community.

#### **Problem 1 - Holmes Road - Shoup Road Intersection**

First the plan for this FHN development would not address the problem of using Holmes Road as a regular exit from the development onto Shoup Road without address a dangerous situation at this intersection. The approach to Shoup is steep and in the winter it can be very slippery. This has been the source of frequent accidents in the winter when the road is slippery because vehicles often slide onto Shoup Road. I know of one incident in which the Black Forest Volunteer Fire District ambulance with a patient slid into this intersection and crashed with another vehicle on Shoup Road. If increased traffic is to be allowed onto Holmes Road from the FHN development, then the county must redesign the roadway to minimize accidents due to slippery winter conditions - such as regrading to reduce the slope of Holmes, which I imagine would be quite costly.

#### **Problem 2 - Extensive Reclassifying Major Roads in Black Forest to Widen them Excessively**

Black Forest is a unique geological, ecological, environmental, and aesthetic feature of the Colorado Front Range. The social and economic hearts of the Black Forest community lie along Black Forest Road and where it intersects with White Fir Lane, Shoup Road, and Burgess Road. This is where most of the small businesses, the US Postal Station, the Black Forest Community Club, The Black Forest Log School Park, the Black Forest Log School, and several churches are located. The envisioned expansion of Black Forest Road, Shoup Road, Vollmer Road, Burgess Road, Milam Road, Hodgen Road, and Walker Road to 4-lane Arterial roads with large right of ways (ROW) as

described in the El Paso County 2060 MTCP would cut a wide swath through the centers of the Black Forest community, gutting out its social, business, and religious centers and thus destroy the Community Spirit of Black Forest. I urge the County Commissioner to reconsider such plans and find a better solution that will preserve the Black Forest.

### **Problem 3 - Incorrect Description of the Location of the FHN Development**

On reviewing the Agenda documents for the September 4th, 2018 meeting of the El Paso County Board of County Commissioners, I have found that the El Paso County documents frequently describe the location of the Flying Horse North Development incorrectly. I downloaded the 310 page agenda document on September 3rd, 2018 from the El Paso County Website at:

<https://clerkandrecorder.elpasoco.com/wp-content/uploads/CTB/Agendas/BOCC-Agenda-09-04-18.pdf>

On the following pages the location of the Flying Horse North Development is described as being East of Highway 83 and West of Black Forest Road and South of Hodgen Road, which places it between Highway 83 and Black Forest Road. It is so described at the following places in the 310 pages of material for your meeting on September 4th, 2018:

- Twice on page 3,
- Once on page 176
- Twice on page 227 (the same document as on page 3),
- Once on page 247,
- Once on page 272.

This is a total of only seven times.

In contrast, the location is described incorrectly more frequently in the Agenda documents as being **WEST** of Highway 83 and **EAST** of Black Forest Road and South of Hodgen Road. This description places the development in two different locations, since Black Forest Road is East of Highway 83. This error occurs at the following locations in the information packet as follows:

- Three times on page 103 in the agenda description of Agenda item 9,
- Once on page 105 in the minutes of the Planning Commission Meeting,
- Three times in total on pages 167, 169, and 171 in the letters sent by El Paso County on their letterhead to adjacent residents and received and recorded by the County.
- Once on page 173 in the minutes from Planning Commission Meeting of July 17, 2018
- Once on page 229 in a letter to the El Paso County Board of County Commissioners from Nina Ruiz, Gilbert LaForce, and Craig Dossey of the Planning and Community Development Department
- Three times in total on pages 263, 265, and 267 in the letters sent by El Paso County on their letterhead to adjacent residents and received and recorded by the County.
- Once on page 269 in the minutes from Planning Commission Meeting of July 17, 2018

For a total of 13 times.

Furthermore on pages 110, Ms. Nina Ruiz of the El Paso County Planning and Development Department says that Stagecoach Road will be extended from Highway 83 WEST to Black Forest Road, which would make it a very long road indeed, since Black Forest Road is EAST of Highway 83.

In the information provided to the El Paso County Board of County Commissioners for their September 4th meeting the location of the Flying Horse North development is described incorrectly twice as many times as it is correctly described.

Furthermore, from the minutes of the July 17th meeting of Planning Commission, it is clear that the attendees did not know the correct location where this development was to be located. How could they evaluate the development if they did not know where it was to be located?

Finally, from the copies of the letters sent to the adjoining residents it is clear these residents were provided with incorrect information as to where the development was to be located. They were told in essence it was in two places - East of Black Forest Road and West of Highway 83.

For all of these reasons, the El Paso County Board of County Commissioners should not proceed with Agenda items 9 and 10, until the Planning Commission, the County's Planning and Development Department, the adjacent residents, and yourselves are provided with correct and consistent information as to the location of the Flying Horse North Development Plat Project File SF-18-001 and the first two concerns described above are addressed by the developers.

Sincerely

A handwritten signature in cursive script that reads "Christopher T. Korch". The signature is written in dark ink and is positioned above the typed name.

Dr. Christopher Korch

Colorado Springs, CO 80908  
Email: darkkorch02@gmail.com